

Other than hard-surfaced runways Seaplane Base

Hard-surfaced runways 1500 ft. or greater

shown for visual identification. Airports may be public or private.

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise OBJECTIONABLE - Airport may adversely affect airspace use

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or highe Class E Airspace

1200 ft. or greater above sur that laterally abuts Class G

T 319 TK 313

Terminal Radar Service Area (TRSA)

■ IR211 MTR - Military
Training Route
IFR Departure Route

► ► ► IFR Arrival Route

✓ ➤ ✓ ➤ ✓ ➤ IFR Arrival/Departure Ro

AIRPORT TRAFFIC SERVICE AND

AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown

--- Class D Airspace

(1)

 $\diamondsuit$ 

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value

 $\boxtimes$ 

Abandoned - paved having landmark value, 3000 ft. or greater

62\* **%%** OAK ....

1000 ft and higher AGL

Parachute Jumping Area (See Supplement.)

■----■ Aerial Cable

**NEW ORLEANS TAC** 

Consult NOTAMs for latest information

approved by Department of Defense - Federal Aviation Administration

FAA Product ID: TNO

NSN 7641014100120 NGA REF. NO. VFRTANEWO

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available. "MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BATON ROUGE METRO, RYAN FLD	0500-2400	118.45 257.8	121.9	125.2	ASR
HAMMOND NORTHSHORE RGNL	0800-1800	120.575	119.85	118.325	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	123.875	120.25	
LAKEFRONT	0700-2100	118.95	121.7	124.9	
LOUIS ARMSTRONG NEW ORLEANS INTL	CONTINUOUS	119.5 254.3	121.9 273.525	127.55	
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD)	0700-2300 MON-FRI 0900-1700 SAT-SUN	123.8 340.2	121.6 270.35	279.55	ASR/PAR

CLASS B, CLASS	C, TRSA, AND SELECTED APPROACH C	ONTROL FREQUENCIES
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 256.9 (SE-S) 125.5 350.35 (W) 133.15 290.3 (N-E)	CONTINUOUS
BATON ROUGE CLASS C	120.3 278.3 (W) 133.225 278.3 (E) O/T 126.35 338.25 HOUSTON CNTR	0500-2400 O/T CLASS E

# SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

HOUSTON CNTF

U.S. P-PROHIBITED. R-RESTRICTED. W-WARNING. A-ALERT. MOA-MILITARY OPERATIONS AREA INTERMITTENT 1000-0300
BY NOTAM 24 HRS IN ADVANCE
INTERMITTENT 2000-0500
& 1800-2000 1 NOV-1 MAR

BY NOTAM 24 HRS IN ADVANCE

U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderses Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit signifons by nargachute or other means of persons, earno, or objects from eigent. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

### **NEW ORLEANS CLASS B AIRSPACE**

See back of this chart for procedural information within the New Orleans Class B Airspace **EXAMPLES OF CLASS B ALTITUDES** - - Ceiling in hundreds of feet MSL

- - - Floor in hundreds of feet MSL

Flight Following Services are available on request and highly

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel

and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS FEET (Thousands) 0 , 2 , 4 , 6 , 8 , 10 , 12 , 14 , 16 , 18 , 20 , 22 , 24 , 26 , 28 , 30 METERS 0 1 2 3 4 5 6 7 8 9

------ MILITARY TRAINING ROUTES (MTRs) All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown. DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines \_\_\_\_ pipelines —————— and railroa Check NOTAMs and see AIM for details. -- and railroads —

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

### VFR FLYWAY PLANNING CHART **NEW ORLEANS** Scale 1:250,000 NOT TO BE USED FOR NAVIGATION

**AIRPORTS** Paved Runways NAME (NAM) NAME (NAM) **Unpaved Runways** NAME (NAM)

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

and Warning Areas

\*Alert Area and Military Operations Area (MOA)

Class B/C Surface Area

**RADIO AIDS TO NAVIGATION** ( • ) DLG <u>138.8</u> DCW 262 **VORTAC** NDB-DME

PPS 121.8

**VOR-DME** 

**♦ KIP 110.7** 

RMW <u>320</u> DME

**PVU CH 21 (108.4)** 

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION Examples of Class B Airspace Altitudes 70 --- Ceiling in hundreds of feet MSL

--- Floor in hundreds of feet MSL (See FAR 91.215/AIM.) --- Class D Airspace Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

6700

---- Class E (sfc) Airspace

\*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas. ► ► ► ► IFR Departure Routes

► ► ► IFR Arrival Routes IFR Arrival/Departure OBSTRUCTIONS (Selected)

**♣** ♠ <sup>2049</sup>

**MISCELLANEOUS** Reference Point N39° 56.32° W120° 36.91°

TOPOGRAPHIC INFORMATION Mountain Top of Fear and Spot Elevation Mountain Top or Peak

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE NEW ORLEANS AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

THE ENTIRE NEW ORLEANS AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

## NEW ORLEANS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those

- requirements are: 1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- 2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
- (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the
- requirements of FAR 61.325, or: (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as
- applicable. 3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B
- An operable VOR or TACAN receiver for IFR operations.
- 5. A transponder with automatic altitude reporting equipment. NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.
- FLIGHT PROCEDURES IFR FLIGHTS—Aircraft operating within the New Orleans Class B Airspace must be operated in accordance with ATC
- <u>VFR FLIGHTS</u>-1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control
- in relation to the points indicated for sequencing and spacing purposes 2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to
- ATC on the appropriate frequencies. 3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

### ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

